

**BOOK NOW! AUTUMN RALLY / NAVIGATORS CHALLENGE:
SEPTEMBER 20-21 SEE PAGE 2 FOR DETAILS**

Forthcoming Meeting

TONY'S STORY: PROFESSIONAL MARITIME & LEISURE SAILING LIFE

Thursday 11th September

Tony Johns from NOSCA, Northampton Off-Shore Cruising Association, will be joining us as a guest speaker at our September meeting.

For some members this will be a trip down memory lane looking at the changes in technology available to the leisure yachting world over the last fifty years. Other members may have no idea of just how far we have come so quickly. Be prepared to be amazed and entertained by Tony's tales of his life in the marine trade as he recalls the changes he has seen and the more amusing things that have happened as well.

Tony has been in the marine trade since 1962 working mostly for the 'olde' Thomas Walker & Son Ltd log company ending up as their technical director, you may remember the towed logs to aid one's dead reckoning navigation. Tony originated the word 'satnav' for the first yachtsman's priced satellite navigation system which was launched at the 1980 London Boat Show using the Transit satellite system, before GPS of course.

Tony then moved full time for Navstar and used to write their installation and operation manuals for both Transit and then GPS as well as for the older Decca hyperbolic system, giving presentations to many yacht clubs with satnav being so new and hyped up at that time and then of course on GPS giving demos of live kit and talking about how it works in fairly plain English.



Invited to be the PBO 'electronics expert' Tony wrote for them for around 10 years answering readers' queries and/or providing other info on, for example, the digital interfacing of products, taken a bit for granted today perhaps. Tony says: "I think the word 'expert' is all relative but to the sailing public generally I guess I was, having been a Mr fix-it both in the leisure industry and for large commercial shipping, specifically advising on anemometers/wind direction transmission and the design of speed logs including electromagnetic logs as fitted to the big ships with motorised probes projecting through the hulls."

"I am not up to speed on today's specific products but the principles don't change and I have been very involved with the updating of the BMEEA Code of Practice, for the installation of electrical and electronic equipment in craft up to 24 metres LOA. BMEEA stands for the British Marine Electrical and Electronics Association, a group association forming part of the BMF (the Federation that, as National Boat shows Ltd, runs the major two shows - London and Southampton)."

Members are invited to bring a guest to the evening which will be an informal and chatty presentation with audience participation encouraged.

See you at the meeting

COMMODORE'S REPORT

Hello Everyone,
I hope you all are well and have enjoyed the club events over the last months and are looking forward to those that we are organising for the later part of the year.



On 10th July we had Dave and Liz Arnold telling us about their trip down the Clyde on the PS Waverley, an excellent presentation, with charts, pictures and amusing reminiscences. I for one was very surprised to find that all was done in one day, with complimentary coach back to the start point for those who needed it. I believe the cost was very reasonable as well.

Also, our mid-season rally took place, unfortunately it was only attended by one boat; Ariel Spirit. Not much of a rally, but maybe Martyn Reed will manage a talk about his lonesome journey at some point in the future. Hopefully it'll be better next year and we'll manage to get more of us together.

On Thursday 14th August the club BBQ was held. 16 hardy souls braved the wet and slightly windy weather to enjoy an evening of food, drink and conversation. Our thanks to Liz and Dave for the use of their garden and to all the committee members who contributed to the event including John Robertson for providing an additional gazebo to shelter the cooks (an amusing sight watching four people of various heights >

> trying to erect a 6 foot+ structure in the wind and rain!); Tanya for the BBQ grill and Martyn for bringing the excellent sausages and burgers, home made by the guys at Brookfield Farm Butchery at Aston End.

If anyone is interested, they have a website which lists the various items they sell, so check-out www.brookfield-farm.co.uk. The variety of sausages was as good as any I've bought from either Tesco's or Sainsbury's top of the range.

This month we have Tony Johns from our 'sister club' NOSCA, talking about his life in the leisure and commercial marine world, along with electrical/electronic instrumentation that you might have had on your boats in the past or perhaps still at present.

On the 20th September we are expecting to hold the annual autumn rally (originally the Gauntlet Challenge), which will be a Navigators Challenge. We are inviting our friends from BOGS and NOSCA to join us, so I hope we will manage several SOCA boats on this occasion.

Dee Hilliard,
Commodore

SOCA TICKETS

SOUTHAMPTON BOAT SHOW 12-21 SEPTEMBER

SOME TICKETS FOR THE BOAT SHOW HAVE BEEN MADE AVAILABLE TO SOCA. VALID FOR ALL DAYS INCLUDING THE PREVIEW DAY ON FRIDAY 12TH.

THESE TICKETS ARE NOT FOR SALE BUT MEMBERS RECEIVING THEM MIGHT CHOOSE TO MAKE A DONATION TO SOCA FUNDS. COLLECT FROM TANYA AT THIS MONTH'S MEETING, ON A FIRST COME BASIS, NO MORE THAN TWO PER FAMILY.

BOOK NOW

SOCA AUTUMN RALLY

September 20-21

SOCA's Autumn Rally Navigators Challenge will take place on the weekend of September 20-21th.

Those joining this event will leave their resident berth at a time they choose, taking into account their own boat speed, weather conditions, tides etc.

All will sail and/or motor to cross the latitude of the Armada Racing Mark yellow can buoy at 51°52'.80N 001°22'20E boats will take the GPS time on crossing this latitude.

Making best speed, by any means, in a forward direction with no stopping, turning back or time wasting, make way to the finish for arrival at precisely 16:00. The finish will be on the Orwell near Woolverstone Marina on a line between No 6 red and Park Bight green. Log GPS time at finish and hand it and the earlier time in for judging to Stewart on board Wabbit. At the finish... every second before 16:00 is counted against you, any boat arriving after 16:00 will register as Did Not Finish. This should mean that everyone can take part, whatever the weather, and we should all be cruising in company towards the end of the event.

A winner will be announced at the evening meal which will be held at



Buttermans Restaurant at Woolverstone Marina (under new management) 19:00 drinks at 18:30. The MDL Marina has been contacted for berths for six yachts.

If weather is too bad the challenge will take place on the Stour and Orwell. Leave your home port, note your time @ transit of Holbrook and No 2 off stone point - River Stour, finish as above.

If any skippers or crew wish to take part please email or call Stewart or Tanya ASAP to book your place and confirm crew numbers so that we can make arrangements.

Stewart & Tanya Warren
stewartwarren@me.com

07785 763436 / 07944 482120



RNLI COLLEGE

TEN YEARS ON

It's been 10 years since the doors opened at RNLI College in Poole, Dorset.

The distinctive building, with its wave-like roof and porthole windows, was opened by Her Majesty The Queen on 28 July 2004.

Conceived first as a training centre for lifeboat crews, in the decade it's been open the building has evolved and grown into a central home for the RNLI community.

Today, the College is internationally recognised as a beacon of lifesaving training. It also offers commercial maritime training and unique teambuilding

experiences, all centred around the Sea Survival Centre.

Its location overlooking Poole Harbour has also seen RNLI College become a popular venue for events, including weddings and civil ceremonies, with more than 140 happy couples tying the knot.

NICE FIGURES

- 600,000 pints of Lifeboat Ale served
- 140 weddings and civil partnerships
- 15,000 training courses completed
- 17,000 RNLI College tours taken
- number 1 place to stay in Poole on TripAdvisor
- saved over £10m in training costs

MEMBERS: PLEASE SIGN UP TO THE SOCA WEBSITE - WWW.SOCASAILING.ORG.UK



EXPANDING YOUR
HORIZONS



CRUISING ASSOCIATION Suffolk Section In Association with the Royal Harwich Yacht Club

A View to Cruising

All day Seminar at the Royal Harwich Yacht Club

Woolverstone, near Ipswich

Saturday 25 October 2014

For people who are dreaming of **Expanding their Horizons** by going away for three or four months cruising at a time rather than for two or three weeks annual leave, but are not sure of the practical details involved and what problems may be encountered.

- What is the life really like?
- Where to go?
- Do I need to make special preparations to the boat?
- What about home, family, pets and grandchildren?

The seminar will cover all these points and much more with speakers who have many years of experience of doing just this.

The day is not aimed at Blue Water cruisers planning to set off across the Atlantic or round the world, but at more modest cruises to the near continent or in home waters.

To register an interest contact suffolk@cruising.org.uk

RNLI NEWS

SHANNON IS NAMED...

In 2012, RNLI supporters around the UK and Ireland donated £2.5M to fund a Shannon class lifeboat and her launch equipment.

A teenage girl who won a competition to choose the name of the Royal National Lifeboat Institution's (RNLI) latest Shannon class lifeboat officially named the lifesaving vessel at a special ceremony at RNLI HQ in Poole, Dorset, in July.

Rachel Fairhurst, 14, welcomed **Storm Rider** into the RNLI's relief fleet in glorious sunshine, in front of an audience of the lifesaving charity's staff, volunteers

and supporters. This is the first time in the charity's 190 year history that a competition winner has named an RNLI lifeboat.



Photo Credit: RNLI/Nathan Williams

www.yachtingmonthly.com

SEPTEMBER

Hi SOCA

I don't usually plug the sailing magazines but *Yachting Monthly* has quite a few interesting articles in their September issue.

ARTICLES

How to plan and skipper an offshore passage James Stevens helps a novice cross the Channel

Skipper's tips Inshore tides, Clean fuel, How to reduce deck clutter, Super-zoomed charts

Advanced anchoring How to rig an effective anchor snubber

A question of seamanship When the squalls keep coming, what is your heavy weather strategy?

BOATS AND GEAR

Group gear test: AIS receivers

Duncan Kent asks: Is AIS worth the money and how easy is it to install?

How to get

your electronics to work

together Is it time to tidy up your wiring and create a network?

Tried and tested Crewsaver's new lifejacket, Musto-Clarks deck shoe



CRUISING

All about the River Blackwater The very best of East Coast cruising

Anchorage Snug havens off the beaten track in Scilly and Trinidad (I've been there)

Read more at

www.yachtingmonthly.com/magazine/50254/september-2014

Regards

John (JR)

SOCA BOAT OWNERS: PLEASE EDIT YOUR DETAILS ON THE WEBSITE PRIVATE AREA

Date for the diary:

CAPTAIN WELLS

Thursday October 9th meeting

Captain William Wells, Master Mariner, is a former ship's captain and commercial marine pilot, whose career at sea lasted just short of 49 years

When still a schoolboy, he won a scholarship and, leaving his native New Zealand he travelled to the UK where he underwent his basic officer training before embarking on his career in the British Merchant Navy and the Royal Navy Reserve. Promoted to Captain by the age of 28, he then became a Trinity House licensed pilot in the Port of London operating on the River Thames between Gravesend and London Bridge.

He now speaks to a number of different organisations and learned societies both in this country and abroad, as well as BBC radio and aboard cruise ships. He was chosen by the Cunard Line to be their Principal Guest Speaker for the final cruise aboard the QE2 and the maiden cruise of her replacement the new Queen Elizabeth.



Trinity House: 500 years of Royal Charter

In this specially prepared talk to celebrate 500 years of having been granted a Royal Charter by King Henry VIII in 1514, we look at the history of and the reasons why Trinity House, one of the world's renowned maritime organisations was formed in the late 15th century. The power of the House and its influence on the international maritime world throughout the centuries until major political changes were forced upon it in 1988 are discussed. We also look at the roles of Trinity House in today's international maritime world and take a pictorial tour through the House itself.

Log of Wabbit GBR4604

TEDDINGTON TO CALAIS SWIM 2013

...continued

Herne Bay to Ramsgate

Thursday 25th July was a day that required careful planning. Wabbit had some 36 nautical miles to sail to Ramsgate, Bob2 had to motor to Hearn Bay ready to start the swim, Andy wasn't going to get much help from the tide until he rounded North Foreland and there was also the large sewer outfall that I didn't want him swimming close to.

Wabbit slipped the mooring at 09:33 towing Bob2 out to the wind farm where they were to leave us and motor inshore to collect Andy.

The wind was very gentle as we left the Medway and followed the channel out into the Thames. The tide was still coming in at this point so slowed our progress down to 3kt, towing Bob2 did not help much either so the full main was launched and with the racing number 2 jib we tried to sail as fast as conditions allowed. We passed the wreck of the Montgomery, then the forts and wind farms. Nick enjoyed the sailing and then decided to play on Bob2 for a while and take some action shots of surrounding objects of desire... like Wabbit!

The wind dropped and so did our speed over the ground down to 1.6kt. Normally that would not matter but as we were on a passage and times needed to be met the donkey was engaged to bring the speed up again and by 10:30 we were at 51°27.22 N 00°45.5 E. At 12:00hrs we had progressed to 51°28.2 N 00°50.4E as can be seen we were not flying along yet.

At 13:30 Bob2 left us to join the swimmer and Wabbit was alone out by the Shivering Sands Forts. The wind picked up and so did the speed, sailing again we were moving along at up to 8.6 knots over the ground with the tide helping us, passing Kentish Flats and heading toward North Foreland.

By 15:00 we had cleared the turbines of Kentish Flats and were in the Princes



Channel by no 2 buoy sailing at 6.2kts, at 16:00 we were passing Margate sands with our best SOG of the day 8.8kt on the dial. We were in Margate Roads large ship anchorage, and avoided hitting any of them as we sailed up to the North Foreland with the wind and waves getting stronger all the time. The wind was coming around onto our nose making it difficult to make a good course to Ramsgate, we therefore had to either tack out and back, as a few other boats were doing, or, as the tide was now pushing us down the coast we decided to motor sail the shortest route to the port. At 17.10 we took the jib down and secured it to the rails, pulled in on the main and headed best speed to Ramsgate.

This part of the trip was very bouncy and we both worried that Andy would be struggling with these conditions once rounding the headland. We managed to miss the drying ground near the entrance to Ramsgate, called up port control on 14 and got permission to enter, then called up the marina on 80 for berthing instructions and were told to find a slot in G and moor there which was duly done after taking down the main and stuffing it in a loose reef. Once tied up we started sorting out the mess, flaking the main, folding and stowing the jib, tidying up lines and putting away all the stuff the sea had thrown out of



ARTICLES, PHOTOS AND SNIPPETS FOR SOCA TIMES WOULD BE MUCH APPRECIATED



the lockers during the final sail round. 1900 Wabbit safely moored some 36 nm and nine hours later.

Bob2 arrived shortly after informing us that Andy had a lot of trouble at North Foreland as expected and was taken out at Long Nose Buoy they then motored to Ramsgate, a total swim time 2.45 -7.45 some 5 hrs

Now as Tanya and I had not been ashore since South Dock we felt we needed of a little clean up before we met our hosts from Ramsgate 41 for dinner so bodies were showered and hair was washed - mine of course was perfect. Tonight we were all going to be looked after by the lovely people of Ramsgate 41 club. Tanya and I were taken for a short drive out of town to the local airfield, Manston, apparently it has the second longest runway in England and today we had a treat as the A380 was training staff from here and she was on the apron looking massive. At our hosts house we enjoyed an alfresco meal in a wicker summer house.

We had previously dropped the bombshell to Andy that the last bit of the swim to Dover would require Bob2 to catch the earlier down flowing tide at 08.30 in the morning which came as a bit of a shock as he had recently enjoyed a good lie in till late. Turning the corner at North Foreland

we were now on a different tide of 6 hrs earlier so it was off to bed and sleep ready for an early wake up call.

Ramsgate to Dover

Friday 26th July was to be the last day of swimming in this Thames and Kent section and after a hearty breakfast was served by our hosts they delivered us back to the Marina. Unbelievably Andy was ready and waiting, this was the first time we had seen him ready before the rest of us, but today there was no sign of Nick and Peter. Had they overslept or been delayed by some other problem? We were losing tide now and Andy still had to be motored back to North Foreland to start the swim from where he had stopped the previous day.

We had decided to leave Wabbit in Ramsgate so as to assist Lieva in her jobs of collecting the trailer and getting it to Dover ready to load the rib and get it back to Bushy were it was needed for Saturday on the lake.

Eventually the Lincolns arrived and after some hurried preparation Bob2 was ready for the off, rather later than planned.

By 11am Andy had passed Deal Pier and was doing really well.

We on the other hand needed to offload all the kit belonging to Andy, Lieva, Peter and Nick not to mention the kayak and promo banner. After stuffing all this into the back of the truck and tying the kayak to the roll bar we headed off to Hearn Bay for the trailer. This all took a lot of time, but eventually we were heading for Dover and I plugged in the hand held vhf listening for port control and Bob2.

Entering the harbour area we parked up and I called Bob2 on the radio and found them to be just entering the harbour

western arm mole and they were making their way to the beach. The swim was not permitted to cross the harbour entrance but once inside Andy dropped back into the water and swam to the shore where we greeted him and Bob2 with a bottle of bubbly and a good hand shake. Holiday makers on the beach were very impressed.

It took a bit of time to get the rib onto the trailer and secured along with the kayak after which we were treated to a nice ice cream cone on another hot day.

As we were not travelling back with the rest of the team but returning to Wabbit by train we said our goodbyes. Following a visit to Dover yacht club and a quick drink at lunchtime last orders we headed for the train station which was a fair walk up through the town. The rail journey to Ramsgate along the coast track was very pleasant with plenty to view as we chugged our way. Arriving in Ramsgate we had another fair stroll back to the harbour and as we were now very hungry we decided on fish and chips for tea. Later we headed for the Temple yacht club on the hill for a nice bottle of wine while sitting on the veranda taking in the view. Yacht Wildlife was suppose to be in the inner harbour but we could not see her so I sent Dermot a text to see where they were, a quick reply showed that they had just arrived for a two week sail west on holiday. We joined them for more wine, nibbles and a few emotional stories. Wabbit had an expected morning departure time of 0400 to catch the last of a northward tide, Wildlife was going to leave the inner harbour at about five and start sailing west. After probably too much wine we wondered back to Wabbit slightly worse for wear and slept soundly.



COMMITTEE MEETINGS: TUESDAY AFTER THE MONTHLY MEETING AT RNC WGC



JOIN SOCA ON FACEBOOK: [HTTPS://WWW.FACEBOOK.COM/GROUPS/154624134581028/](https://www.facebook.com/groups/154624134581028/)

AUNTY'S COLUMN

News, hints, tips and oddities from the web and undercover reporters

sailinganarchy.com/2014/09/03/

RIGHT HERE, RIGHT NOW

You wanna make a racing video that will keep people watching? This is a pretty good example of one.



HE-SAID-CAPTAIN -I-SAID-WOT

The captain of a 40-foot sailboat was arrested for allegedly being drunk when the craft ran aground overnight on Venice Beach. Four passengers had to be pulled from the privately owned boat, which was starting to capsize, shortly before midnight, authorities said. No one was hurt in the incident.



thenorthernecho.co.uk

10,000 WATCH FLOTILLA

Over 10,000 people lined the banks of the Clyde to see the largest flotilla of boats ever to pass through Glasgow.

Over 1,900 sailors manned the 250-strong fleet which made its way from Greenock as part of the city's Commonwealth Games celebrations.

To accommodate the number of boats and participants RYA Scotland built a pop-up marina in Glasgow city centre, utilising over a kilometre of pontoons and around 100 volunteers.

www.dailymail.co.uk

TALL SHIPS REGATTA article-2739460



Historical vessels set off for London in annual Tall Ships Regatta

Forty-six vessels from throughout the world, including 11 magnificent square-sail...
DAILYMAIL.CO.UK

Forty-six vessels from throughout the world took part in the Parade of Sail from Falmouth harbour as they make their way towards the start point for the Tall ships race to Greenwich, London.

It is the fifth time Falmouth has hosted the tall ships since they first visited the town in 1966.

Log in to the SOCA website for the latest events information

SOCA DIARY

SEPTEMBER MEETING: Thurs 11

TONY'S STORY: A PROFESSIONAL MARITIME & LEISURE SAILING LIFE
Tony Johns visits SOCA this month
Page 1

OCTOBER MEETING: Thurs 9

TRINITY HOUSE:
500 YEARS OF ROYAL CHARTER
Captain William Wells, Master Mariner is our guest speaker
Page 4

NOVEMBER MEETING: Thurs 13

TBA watch this space for details

NOVEMBER/DECEMBER EVENT

LAYING UP SUPPER / CHRISTMAS DINNER watch this space for details

DECEMBER MEETING: Thurs 11

Photo Competition and Christmas Social with raffle

RALLIES 2014

BOOK NOW

BELAYING PIN CHALLENGE

Saturday 20th to Sunday 21st
September 2014 East Coast Rally
Page 2

BART'S BASH

Sunday 21st September 2014 check website for details

SHOTLEY POINT YACHT CLUB

This season SOCA Members have been invited to join in with some of the Shotley Point Yacht Club events. The SOCA website has a list of all upcoming events for the next couple of months. If you wish to attend any of these events, please talk to Richard White at the SOCA meeting or go to: <http://www.shotleypyc.co.uk>

WINTER

Some soca boats remain afloat over the winter - watch the website/Facebook for crewing opportunities

SOCA - Where & When?

WHERE Stevenage CIU (Please use the front entrance and ring the intercom).

LOCATION 31 High Street, Old Stevenage, Herts SG1 3AU – next to the Standing Order

WHEN The second Thursday of every month. **TIME** 7.45pm doors open.

IDEAS OR VOLUNTEER SPEAKERS FOR SOCA CLUB TALKS WOULD BE WELCOMED BY THE CLUB AND COMMITTEE

THE COPY DEADLINE

For the next SOCA Sailing Times is **25th September** please send photos and general contributions to: news@socasailing.org.uk

Any comments made by contributors are not necessarily those of the Editor or the Association, who can not be held responsible for them. The Editor reserves the right to shorten and edit contributions where necessary.